Complaints against Red Line Buses plying in Delhi

1187. SHRI KRISHAN LAL SHARMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what is the number of red line buses plying in the capital at present;

(b) whether it is a fact that a number of complaints have been registered against these buses for violation of traffic rules, rash and hazardous driving and accidents on roads;

(c) if so, their break-up since inception; and

(d) what effective steps Government propose to take to ensure disciplined and safe traffic on the roads of the capital?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) As on 1st March, 1993, there are 2103 red line buses.

(b) Yes, Sir.

(c) Details of prosecution are as under:-

(i)	Oct.,1992	921 challans
(ii)	Nov.,1992	1209
(iii)	Dec.,1992	805 challans
(iv)	Jan.,1993	463 challans

During the period from Oct,1992 to Jan,1993, 115 redline buses were impounded.

(d) Government propose to ensure stricter implementation of traffic rules, stringent punishment to violators and creation of road safety awareness amount the drivers.

Threat of Loss of Service to Employees of Shipping Agencies

1188. SHRI MOTURU HANUMANTHA RAO: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government are aware that lakhs of employees are suffering under shipping agencies/houses who are under constant threat of loss of services due to change of Agency agreements;

(b) whether Government are considering to protect those employees;

(c) if so, the details thereof; and

(d) the steps so far taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) to (d) Do not arise.

1189. *[Transferred to 9th March, 1993.]*

Traffic and Transport Problems in Delhi

1190. SHRIMATI CHANDRIKA ABHINANDAN JAIN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the details of the steps proposed to be taken by Government to meet the total Transport requirements of Delhi commuters and the approzximate time frame when this will be completed;

(b) whether there is a proposal under consideration of the Government for setting up of mobile inspection squads for conducting surprise checks on private buses in various parts of the city;

(c) if so, the details thereof; and

(d) by when it is likely to be put into operation?

THE MINISTER OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) State Transport Authority, Delhi has issued additional permits to private bus operators to augment the transport facilities in Delhi. The long-term transport demand can only be met by the establishment of an intergrated multi-modal Mass Rapid Transit System for Delhi. Available projections indicate that a full Mass Rapid Transit network or approximately 184.5 kms. could be available by the year 2011 A.D.

(b) to (d) The Transport Department of National Capital Tarritory of Delhi have created 77 posts for operating Mobile Inspection Squadas for conducting surprise checks of private buses. These Mobile squads have already started functioning.

Leasing out of Surplus land of Ports

1191. SHRI GOPALSINH G. SOLANKI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal under Government's consideration to lease out the surplus land belonging to all the major ports of the country for commercial exploitation;

(b) if so, what are the details thereof;

(c) to whom this land will be leased and under what terms and conditions of lease;

(d) what are the names of the ports selected for the purpose and the benefits to Government?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) Except for Calcutta Port Trust (CPI), there is no such proposal in respect of any other major port. In cases of CPI, it is envisaged to use surplus land in BBD Bag area and in Alipore Boat Canal areas for constructing commercial/ residential complex. It is proposed to grant lease in respect of built up areas only to prospective lesses such as public sector undertakings, financial institution, Calcutta Stock Exchange, Non-resident Indians and private parties. The project is being under-taken in association with Indian Road Constructions corporation (IRCC) and the net surplus revenue has been assessed at about Rs.700 crores to be shared between CPT. & IRCC. This is likely to improve the financial position of both these organisations.

गुजरात और उत्तर प्रदेश में राज्य के राजमार्गों को राष्ट्रीय राजमार्ग घोषित किया जाना

1192. **श्री राघ सिंह राठवा:**
श्री ईशदत्त यादव:

क्या **भूतल-परिवहन** मंत्री यह बताने की कृपा करेंगे कि:

(क) गुजरात और उत्तर प्रदेश से होकर गुजरने वाले राष्ट्रीय राजमार्गों की कुल लम्बाई कितनी है और इन राज्यों के अंतर्गत आने वाले क्षेत्र की आवश्यकता को देखते हुए उनकी लम्बाई कितनी होनी चाहिए;

(ख) किसी राज्य के राजमार्गों को राष्ट्रीय राजमार्ग घोषित किये जाने के क्या मापदण्ड हैं और क्या किसी राज्य के राजमार्ग को राष्ट्रीय राजमार्ग घोषित किये जाते समय वहां के क्षेत्रफल, राष्ट्रीय सीमा, खनिज संपदा, और सड़कों के अभाव को भी ध्यान में रखा जाता है, और

(ग) यदि हां, तो राजस्थान में राष्ट्रीय राजमार्गों की लम्बाई के बहुत कम होने के क्या कारण हैं?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) गुजरात और उत्तर प्रदेश में राष्ट्रीय राजमार्गों की लम्बाई क्रमशः 1631 कि॰ मी॰ तथा 2613 कि॰मी॰ है। नए राष्ट्रीय राजमार्गों की घोषणा किसी क्षेत्र/प्रदेश/आवासी अथा राज्य स्तर के आधार पर नहीं की जाती है बल्कि स्थानीय आवश्यकताओं इत्यादि से भिन्न पूरे देश की आवश्यकताओं को ध्यान में रख कर की जाती है।

(ख) किसी सड़क की नये राष्ट्रीय राजमार्ग के रूप में घोषणा अनेक कारकों अर्थात संसाधनों की उपलब्धता, नए राष्ट्रीय राजमार्गों के लिए राज्य सरकारों द्वारा प्रस्तुत किए गए प्रस्तावों, राष्ट्रीय परिवहन नीति समिति की सिफारिशों सड़क की अखिल भारतीय आधार पर पारस्परिक प्राथमिकता तथा रा॰रा॰ के लिए निम्नलिखित मानदण्डों पर निर्भर करती है:-

(i) देश के एक सिरे से दूसरे सिरे तक जाने वाली सड़कें।

(ii) पड़ौसी देश के साथ जोड़ने वाली सड़कें।

(iii) राज्य-राजधानियों को जोड़ने वाली सड़कें।

(iv) महापत्तनों और महत्वपूर्ण औद्योगिक अथवा पर्यटन केन्द्रों को जोड़ने वाले सड़कें।

(v) अत्यधिक महत्वपूर्ण सामारिक आवश्यकताओं को पूरा करने वाली सड़कें।